

**MINUTES**  
**BICYCLE PEDESTRIAN TECHNICAL ADVISORY COMMITTEE REGULAR**  
**MEETING**  
**NILES ROOM**  
**39550 LIBERTY STREET**  
**FREMONT, CALIFORNIA 94537**  
**September 22, 2010, 7:00 P.M.**

1. **INTRODUCTIONS:** Michael Joss & Rene Dalton
2. **ROLL CALL:**  
**BPTAC Members (present):** Valerie Stewart, Brian Toy and Bill Brier  
**City staff (present):** Rene Dalton and Archie Lacanilao
3. **APPROVAL OF MINUTES:** Minutes of June 16, 2010 were approved by Committee members.
4. **ORAL COMMUNICATIONS FROM THE PUBLIC:** A person from the public inquired about the status of the pedestrian crossing improvements at the intersections of Deep Creek Road/MacBeth Avenue and Deep Creek Road/Emilia Lane which is located in the vicinity of Ardenwood Elementary School and Deep Creek Park. Mr. Dalton responded that the project has been delayed and the estimated completion date of the project is August 2011. Mr. Dalton explained the project completion date was pushed back because the City was able to obtain Federal Stimulus grant funds for road resurfacing projects. The City's staffing and resources have been directed to the road resurfacing project in order to meet the grant's aggressive schedule. Mr. Dalton stated he informed Ardenwood Elementary school of the change in schedule in the spring of 2010.

**5.1 Bay Trail Feasibility Study**

The City of Fremont is conducting a feasibility and preliminary engineering study for the proposed development of a bicycle and pedestrian trail beginning at the south terminus of Fremont Boulevard running along the Alameda County Flood Control Channel and along the Coyote Creek Levee connecting to Dixon Landing Road in the City of Milpitas. The proposed Bay Trail project would close this Bay Trail gap and provide an important north-south connection on the west side of the I-880 corridor between the counties of Alameda and Santa Clara, and the cities of Fremont and Milpitas.

The City's consultant, Questa Engineering and Consultant staff members Margaret Henderson, Jeff Peters and Patrick Miller provided a power point presentation. Rene Dalton represented City of Fremont and facilitated meeting and BPTAC committee discussion.

Key points of presentation are as follows.

- Trail surface needs to be above extreme tidal flooding,
- Geotechnical stability will be evaluated as part of the study
- On the King and Lyons property, it may need to be elevated 2-3 feet to account for global climate change and sea level rise
  - Planning a 1.5' rise in sea level by 2050
  - Predict up to 3' by 2100
- 25-35 years is estimated design trail life
- Bridge height and length are a factor in the cost and feasibility: Bridge over Coyote Creek would be 200 feet long, bridge over Line B channel would be 100 feet or less. Other bridge issues: Location width- emergency vehicle loads, property owner agreement

Next steps:

- Evaluate environmental issues
- Compile options
- K/L Levee vs. Landfill
- Identify potential costs
- Preliminary design
- BPTAC Opportunity for additional input
- Meeting with PC/CC
- Stakeholders
  - US Fish and Wildlife Service
    - Ecological Services Unit
    - Don Edwards Wildlife Refuge
  - BCDC: entity responsible for guidelines regarding sea level rise, also requires public access to the SF Bay shoreline in the public interest. They have jurisdiction over a 100 ft. band of shoreline
  - Public access is required
  - ABAG: overall planning of Bay Trail
  - Alameda County Flood Control District ( Line B levee owner)
  - K/L: property owner
  - US Army Corps of Engineers, regulates wetlands fill.
- Permitting process
  - Corps 404 permit for wetlands fill
  - May need consultation with USFWS for endangered species
  - Process takes up to a year, but might be longer depending on issues
  - License agreement/MOU with Alameda County Flood Control Dist.
- City Design review
- Project will be designed to minimize potential environmental impacts to be “self mitigating” project

- Design will consider wildlife access compatibility

Committee and public comments:

- Trail should consider basic commuting as well as recreational use
  - Warren or Grimmer to Warm Springs
  - Dixon Landing overpass is a constraint for bicycles and pedestrians
  - Fremont Boulevard extension
    - K/L – EIR was done, but the project is delayed
- Will there be a staging area or parking lot (existing trailhead at current end of Fremont Blvd.)
- Include trailhead or parking options at Dixon Landing
- Provide benches and restroom at trailhead
- Alignment along Newby Island is not aesthetically pleasing
- Existing Coyote Creek levee, what width is needed for a trail, 12' vs. 9'
- Consider potential to use Coyote Creek Levee as interim –later on use Newby Island trail
- Review cost of levee vs. bike path along the extension of Fremont Blvd.
- Existing unpaved bay trail along Warm Springs Marsh OK, but prefer paved
- If it is paved it will be a commute opportunity
- Consider installing the pedestrian bridge at Fremont Boulevard Extension now to connect to levee top trail on K&L property, avoids some wetlands issues and already approved.
- VTA should be consulted to coordinate with VTA trail, and commuter opportunities.

## **5.2 Bicycle-Pedestrian Capital Improvement Program/Projects**

Mr. Dalton explained that this agenda item is an informational item and it is to inform BPTAC members of current and planned bicycle and pedestrian projects programmed in the City's Capital Improvement Program. Every two years the Transportation staff updates its Bicycle and Pedestrian Capital Improvement Program/Projects list and budget. Funding for this group of bike and pedestrian projects primarily come from restricted Bike and Pedestrian Measure B funds. One of the goals of the Capital Improvement Program is to allocate and forecast the resources the City will use to build and maintain its infrastructures and programs. The CIP appropriates money for capital projects for two years, but it defines a plan that looks forward five years out. BPTAC members were invited to review the list of ongoing and planned bicycle and pedestrian projects and provide input to staff of any additional projects they want staff to consider for the next CIP cycle and upcoming bicycle and pedestrian grant opportunities.

Committee and public comments:

What is the status of the proposed Palm Avenue (north of I-680) sidewalk improvement project?

Mr. Dalton stated a residential development application was submitted to the City that would include street and sidewalk improvements on Palm.

What is the status of the proposed East Warren Avenue sidewalk improvement project? Mr. Dalton stated preliminary engineering will be underway soon. Next steps are to complete design in 2011.

Request from the public to consider installation of detectible bicycle loop symbols at Pine/Mission and Niles/Mission signalized intersections. Mr. Dalton stated that staff will check the traffic loop operations to determine if existing traffic loops can detect bicycles.

Is a trail planned in the vicinity of BART tracks that would connect Irvington District to Central Park. Mr. Dalton stated that a trail construction is planned in conjunction with a proposed residential development.

Are sidewalk improvements planned in the vicinity of Patterson Ranch development? Mr. Dalton stated sidewalk and street improvements will be included as conditions of development for the Patterson Ranch development

Consider pedestrian crossing improvements at the intersection of Mohave Drive/Crawford Street/Fernald Avenue traffic circle. Mr. Dalton stated that staff will consider programming funds for pedestrian facilities improvements during this year's Capital Improvement Program fund evaluation cycle.

Mr. Dalton stated BPTAC members should e-mail him of any other suggested projects within the next few weeks.

6. **WRITTEN COMMUNICATIONS** - None.
7. **COMMITTEE REFERRALS** – None.
8. **COMMITTEE AND STAFF COMMUNICATIONS** – Mr. Dalton stated that the announcement and application to fill three BPTAC vacant positions will be posted on the City's website in October 2010. Interested individuals may also contact Rene Dalton at [rdalton@fremont.gov](mailto:rdalton@fremont.gov) or by phone at 510-494-4535.
9. **ADJOURNMENT** – The meeting was adjourned at 9:15 pm.